

DEFY ZERO WEATHER WITH CADILLAC EIGHT

Winnipeg Men Drive Through Drifted Snow at 25 Degrees Below.

In spite of temperatures which ranged from 35 to 27 degrees below zero; in spite of snow drifted, at times, higher than the radiator of the car, and in many places obliterating all trace of road and track, D. D. Lewers and F. H. Dunford, of Winnipeg, recently drove a Cadillac "Eight" from Moose Jaw to Winnipeg.

Even under the combined difficulties of bitter cold and deep drifts, the trip of 55 miles was made in twenty-six hours of running time. On several occasions it was necessary to buck snow-drifts which were higher than the radiator. When the car was sent into these at a speed of 25 or 30 miles an hour, the snow flew as though a snowplow were boring in. The only real peril encountered was on the final stretch, from Poplar Point to Winnipeg. Here the road was drifted from fence to fence, and there was no means of telling the location of ditches, open culverts, and the like. However, Mr. Lewers piloted his car through without mishap.

Time and again, at the various points where stops were made, Mr. Lewers says he and Mr. Dunford were asked where they came from and where they were going. When they said they were on their way from Moose Jaw to Winnipeg, it was either not believed, or they were told that the trip was impossible.

TAKES HILL SO STEEP "GAS" RUNS OUT TANK

Remarkable Record Made by Dort Car at Atchison, Kan.

Some motor cars climb hills and others simply "eat 'em up." In the words of Miller Bros. Auto Co., local distributor of the Dort line of motor cars, the Dort is distinctly in this latter class.

The firm tells of some recent tests of this hill climbing ability of the Dort which were made on the hills just outside Atchison, Kan. In filling the gasoline tank just previous to these tests, the filler cap was mislaid and the cap from another car of larger size was laid over the opening. One of the grades taken was so steep that just before the top of the hill was reached the angle of the car was such that a quantity of gasoline ran out of the tank and on to the floor of the car, yet the sturdy little car did not falter or miss a single explosion, but kept on to the top of the hill without the driver being obliged to shift from high to second speed.

This is particularly remarkable because the Dort tank, which is located in the dash, has a projecting spout of several inches, and under ordinary conditions it would be necessary to place the car almost perpendicular to spill even a drop of gas from the tank.

Miller Bros. vouch for the truth of this story, which was related to Mr. Mansfield, general sales manager of the Dort Motor Car Co., at the recent Chicago Automobile Show, and was attested to by several observers who were in the car at the time.

BARRY-LINCOLN FIRM TO SELL PULLMAN CAR

Newly Formed Fourteenth Street Company Appointed Representative.

Considerable interest has been manifested in local motor circles by the announcement of the appointment of the Barry-Lincoln Motor Company, with palatial salesrooms at Fourteenth and N streets, as representatives of the Pullman cars in this city in conjunction with the William P. Barnhart Company, distributors for the South.

In announcing this innovation, Mr. Barnhart states that it is in line with the Pullman policy of wider distribution, and will result in giving Pullman owners a greater latitude in their purchases in each locality, at the same time affording Pullman owners a far greater radius of service.

The new firm is made up of John H. Barry and R. E. Lincoln, both men of considerable experience in motor circles, Mr. Lincoln having left the sales department of the William P. Barnhart Company to join Mr. Barry in the formation and management of the new Pullman agency.

The new company will be in position within the next few days to show all the new 1917 Pullman models and expects to have its formal opening on Thursday.

AUTO NOTES.
H. S. Gresser, formerly sales manager of the Acme Auto Top Company, has associated himself with the Woodruff Motor Company, and will have charge of the Empire end of the business.

William P. Barnhart & Co. did exceptionally well at the Frederick Automobile Show, closing up nearly \$75,000 worth of business. The firm's main trouble is getting cars due to demoralized freight conditions. The firm is behind from fifty to sixty orders for Pullman cars. Other motor companies are experiencing the same difficulty, and several factories have been forced to close.

David R. Lehman, formerly with the Record Auto Company, has established a modern tire and repair shop at 811 H street northwest. He is specializing on tire repairing, vulcanizing, etc.

Edward Turner of the American Auto Supply Company, is a busy fellow these days arranging stock at his new place of business.

A. H. Shoup has associated himself with Miller Bros. Automobile and Supply House as general manager.

The Circle Tire Company, Inc., has just laid in a new line of Miller Cord tires, which promise to give exceptionally good service.

A. F. Knobloch, vice president and general manager of the Cole Motor Car Company, called on the local agent last week.

Miller Bros. Automobile and Supply House reports the sale of the following cars: Dort—J. E. Rice, 215 Nineteenth street; W. P. Munday, Roanoke, Va.; Vincent Marino, 725 Eighth street southeast; B. G. Casbarian, 511 Twelfth street northwest; William P. Riley, 403 Eighth street southwest; C. W. Ramsburg, Winchester, Va.; C. E. Hulse, Norfolk, Va.; J. O. Jocko, 1502 Meridian street northwest; A. P. Huey, Masses, Md.; Mitchell-Walter A. Brown, 624 Fourteenth street northwest; Bureau Supplies and Accounts, Navy Department; Thomas T. Luckett, 1372 Kenyon street; J. L. Price, Richmond, Va.; S. A. Putnam, Court of Claims; F. A. Gaegler, 17 Quincy place northwest; Peter C. Schaefer, 129 B street southeast; O. O. Allen, 1004 Douglas street northeast; Briscoe-Corr, Floyd M. Owen, 1201 G street; R. C. Young, Hagerstown, Md.

GREAT COAST-TO-COAST ROAD SYSTEM FORESEEN

Senator Bankhead Says Nation Will Have Finest Highways in World.

"I predict that in the lives of the younger men now before me will be seen from ocean to ocean in the United States the greatest system of highways to be found anywhere in the world," was the prediction of Senator John H. Bankhead, recently uttered in Atlanta at a meeting of its convention bureau, held for the purpose of accelerating the building of the Bankhead Highway through the Southern States.

"The present Federal appropriation of \$35,000,000 is but the beginning of the work that the National government will shortly be doing in the matter of road construction," asserted the chairman of the Senate Committee on Postoffice and Postroads, "and, before the expiration of the five-year period in which this money will be expended in conjunction with \$75,000,000 contributed by the several States, I expect to see the Congress making appropriations of from \$50,000,000 to \$75,000,000 annually for highways progress."

It is doubtful if a more enthusiastic series of good roads meetings have been held than the sessions which had to do with the Atlanta gathering in connection with the Bankhead Highway, to extend from Washington to Richmond, Va., to Atlanta, Ga., to Birmingham, Ala., to Memphis, Tenn., and then across Arkansas and on to the Pacific Coast over a route not yet decided upon. Governor Harris, of Georgia, Mayor Candler, of Atlanta, and Judge T. E. Patterson, chairman of the State highway commission, were among the speakers at the luncheon given in honor of the Alabama Senator whose name was coupled with that of Representative D. W. Shackelford, of Missouri, in the passage of the Federal Aid Road Act.

The consensus of opinion, and the subsequent action of the business meeting, was that a great highway made up of intercommunicating State post roads would prove of incalculable benefit to the States passed through and would meet our national necessities, commercially, socially, and for defense. Senator Bankhead, in the course of his address, dwelt particularly upon the great wisdom of keeping in mind at this time the part which connecting highways would serve in military mobilization purposes. It was agreed that the use of combined Federal and State money should have reference to roads which serve the greatest number of people and relieve the states of a percentage of their expensive highways and thus make it possible for the States to give increased co-operation to the counties on the essential market roads.

In Birmingham, April 19, there will be held probably the most important gathering yet of the Bankhead Highway, for the governors of practically all the States included in the route have given assurance of being present.

Immediately the complete route is settled upon, the Touring Information Board of the American Automobile Association with national headquarters in Washington and New York, will add the route to its strip maps, besides which the Bankhead Highway Association will signpost the great route from Washington across the Southern States to Memphis and then to whatever city may be decided upon as the terminating point on the Pacific Coast.

MAKING AUTOMOBILE DO CHORES

A novel device called "motor treadmill" has just been put on the market by a New England manufacturer, says the Popular Science Monthly. It makes it possible for the power of any automobile to be utilized for running a cordwood saw, threshing machine, cider press, cream separator or butter-making machine.

JENNINGS MOTOR CO. TO HANDLE APPERSON

Sales Corporation Appointed Representative for Popular Car.

The Jennings Motor Sales Corporation, of which Joseph A. Jennings, C. C. Rohr, L. B. C. Delaney and Christian Mygind are the incorporators, has been appointed representatives and dealers for the Apperson car.

W. B. Weisblatt, sales promotion manager, when seen at the Crow Motor Sales Company, which is the temporary office, said that when the new quarters are occupied on Connecticut avenue, where the Hal Twelve and Apperson cars will be distributed, this will be another link in the automobile chain of service stations and distribution branches reaching from Albany, N. Y., to Havana, Cuba. This chain will be not only for the sale of automobiles handled by the Jennings Motor Sales Corporation, but their primary purpose will be for the service and accommodation of their clients.

The New York office is managed by E. R. Hollander, formerly sales manager of the Flat car.

It is expected that the opening of the Philadelphia and Baltimore branches will follow very shortly, and by August plans call for the opening of branches in the principal points south of Washington. In Washington the new service station at 55 B street southwest will have a trained corps of mechanics on the job twenty-four hours a day.

The Jennings Motor Sales Corporation is the Eastern distributor for the Hal Twelve and the Crow cars, and distributors for the Apperson in Maryland, Virginia and the District of Columbia. The firm therefore handles automobiles of four, six, eight and twelve cylinders, the Apperson being made with both six and eight cylinder types of motor.

Christian Mygind, general manager for the Southern territory, with headquarters in this city, is a man of long experience in the automobile business, having been one of the consulting engineers in the Harry A. Lozier Company, builders of the Hal Twelve.

BETTER GASOLINE AIM OF MOTORISTS

Miller Brothers Auto Company Gives Advice Concerning Fuel.

"Don't kick about the poor quality of gasoline the roadside dealer sells you," advises the Miller Bros. Auto Company, local distributor of the Dort motor cars. "Try some Senator here to look into the results of the recent conference of the Bureau of Standards and the Bureau of Mines. He can do something to help you."

"These two bodies met about three weeks ago to fix upon a reliable standard for determining the quality of automobile gasoline. The present standards of gasoline quality are based on specific gravity. By mixing light and heavy oils, 'blending' it is called in the trade, almost any specific gravity may be had; yet the quality may be very poor—and usually is in these blended motor fuels. The temperatures at which the portions of a quality of motor fuel change from a liquid to a gas, that is to say, its vaporizing point, are more nearly a measure of its availability in an engine, than specific gravity, and a standard of this kind would be of real value to motorists," says Miller Bros. The firm goes on to say that if the individual motorist would show more interest in this gas-line situation, the remedy would come the more quickly.

AUTO SHOW WILL OPEN NEXT SATURDAY NIGHT

Two Bands of Music Will Be Stationed on Each Floor—Throngs Expected.

The District's automobile show opens in the Union Building next Saturday night and continues for one week.

Toward the latter part of the week exhibitors will begin moving in their displays, and by early Saturday afternoon everything will be in place for the opening of the show at 7 o'clock that evening. The show hours during the week will be from 11 o'clock in the morning until 10:30 o'clock in the evening, except on the day of the New York show and stop only at the top floor. Visitors will have to walk to the lower floor, and from there back to the street floor. Tickets will be taken up before entering the elevator. Due to the fact that it is to be held during inauguration time, many of the local dealers who are exhibiting, have invited their subdealers to meet them at the show, discuss plans for the spring, and arrange for car shipments. It is therefore expected that the dealers at this season of the year to get in touch with their territory and take up these matters with the various agents as they visit their cities. Conditions will be reversed this year, however, for the dealers will want to attend the inaugural ceremonies and take in the automobile show at the same time.

Easily Accessible.
Pennsylvania avenue is the main thoroughfare of the city during this period when the city is filled with visitors, and the fact that the show is to be held in a place so easy to reach from this thoroughfare insures that there will be a large crowd of visitors in attendance. Washingtonians will also be out in force. There is hardly a family in the city who during this time will not have some one visiting it. Washington has many attractions for the visitor, notably the different government buildings, but this year, due to unsettled conditions, no one is allowed in these buildings without a permit, and permits are issued at the present time only to those who have business to attend to. While the theaters will no doubt be filled to capacity at every performance during the week, an automobile show always holds interest for almost everyone, whether or not he owns a machine. People like to see the latest in motor car construction, and even though perhaps some have already attended a motor car display this winter, they are ready to visit another, for as the circus is to the town boy, so is the motor car display to his grown-up brother; he does not want to stay away, for he might miss something.

In Japan the crater of an extinct volcano in which there are many hot springs is utilized as a sanatorium.

AN EIGHT-HOUR-DAY CLOCK.

Hardly was ink on the eight-hour law dry, when a California watchmaker devised the "eight-hour clock" and at the same time offered a plan for abolishing the confusion arising from the difference in time between various points on the continent, says the Popular Science Monthly. The new clock has but eight figures on the dial, with a small square in the center which shows M from 1 in the morning until 5; N for noon, and E for evening, the third division.

The inventor makes this suggestion: Inaugurate a uniform time all through the United States, and let Washington, D. C., be the heart of our time system.

The twenty-four hours of the day can be divided into three sets of eight hours and the different divisions indicated as M, N and E, or D1, D2, and D3. This would eliminate time computations.

PUPILS IN RECITAL.

The pupils of Mrs. Anna M. Jorgensen, of Capitol Heights, Md., gave a musical and entertainment entitled "The Old Maids' Club," and arranged by Mrs. Jorgensen, at the town hall on Tuesday.

The following piano pupils took part: Ethel Manigan, Adeline Kunzel, Marian Rawlings, Harry Simons, Belle Simons, Sarah Olsen, Catherine Gibbs, Willie

Noel, Rosie Burkhardt, Mildred Orba, Helen Fowler, Anna Burkhardt, Ruth Bixler and Adeline Lawrence. Members of the club are Francis Wright, Lenna Adams, Burnedette Fowler, Louise Brown, Dorothy Adams, Lillian Pascock, Pauline Davis, Louise Brightman.

SQUIRREL GUARD FOR TREES.

It is nothing more than a wire net with protruding points which expand with the growth of the tree trunk. The guard can be fitted to large and small trees, and there is no animal of the smaller class agile enough to climb over it.—Popular Science Monthly.

ANNOUNCING

APPERSON AUTOMOBILES

SIXES—EIGHTS

THE ROADPLANE CAR

4 Passenger
"Chummy" Roadster
6 or 8 Cyl.



The Apperson Roadplane is a refined motor car—a motor vehicle which has back of it the actual experience of nearly twenty-five years of labor in constructive directions.

Here is a motor that challenges the most acute ear—it is so silent, so noiseless, so free from the slightest vibration—truly the work of Mastermen.

Here is a car so exact in weight, so carefully balanced, that it is not a matter of mere pounds but ounces.

Here is a car so miserly in the use of gasoline that mileage records surpass all previous performances.

Here is a car so light on its feet that tire-life is prolonged to a time heretofore thought impossible.

Downy cushions give each passenger a feeling of complete relaxation and nerve repose. Fatigue is unknown here. The long hammock-like springs gently absorb all road shocks. Patented cushion springs make riding enjoyable for an indefinite period.

Truly, the Apperson Roadplane creates a new style of horseless travel.

TOURING CARS

5 Pass. 6 Cyl.\$1690
7 Pass. 6 Cyl.\$1750
7 Pass. 8 Cyl.\$2000

"CHUMMY" ROADSTERS

4 Pass. 6 Cyl.\$1750
4 Pass. 8 Cyl.\$2000
Speed Boy.....\$2000

Crow Motor Sales Co., Inc.

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1315 New York Ave. N. W.
New York Washington Havana, Cuba



MARION-HANDLELEY THE SIX PRE-EMINENT



Six-40
\$1275

120-inch
Wheelbase
4-inch Tires

7-passenger Touring
or 4-passenger
Roadster

Six-60
\$1575

125-inch
Wheelbase
4 1/2-inch Tires

F. O. B. Jackson

1020 Conn. Ave.

W. L. HUMMER, General Manager.
Dealers' Territory Available in Maryland and Virginia.

Built by The Mutual Motors Company, Jackson, Michigan.

WHEN YOU SLAM THE front door and slip behind the wheel of a Marion-Handleley—

And you glance up and see friend Jones passing as you glide easily away, you just naturally feel good—

Because you know Jones will be saying to himself "Smith certainly has a beauty of a car."

No one can get away from the quiet individuality—the beauty and finish and power of the Six Pre-Eminent.

Come in and look it over. It's the kind of a car you're bound to like.

PREMIER SALES CO.

Phone M. 7253.



You Ought to See this Car!

You ought to see the smart, clean lines of it—the honest, sturdy construction—the "big car" features and conveniences.

You ought to see the thorough quality and character that thousands of buyers saw and recognized last year—that thousands more are recognizing this season.

There are many points of vital importance which you should see and know about—Westinghouse Electric Starting and Lighting, 50-4 x 2 inch full cantilever rear springs, the rear axle that can endure the most violent abuse, the motor that delivers 33 h. p. These are merely examples of Dort quality.

You ought to see the whole inside character of the Dort. It speaks for itself.

Miller Brothers Automobile and Supply House

Distributors for Maryland, Virginia, and District of Columbia.
1405 H St. N. W. Phone M. 6097
DORT MOTOR CAR CO., FLINT, MICHIGAN.

\$695
F. O. B. Flint, Mich.
Westinghouse
Starting and
Lighting
Floor-to-Low
Roadster
same price

"Built in Flint"